

The Sun.

THURSDAY, DECEMBER 27, 1893.

London office of The Sun, Hotel Victoria, Northumberland avenue, Strand, London, W.C.2, England, telegrams to London.

The Education Controversy.

It happens that our esteemed contemporary, the *Boston Post*, performs an interesting and useful service in calling attention to a passage in President Cleveland's last message which throws an extremely illuminating light upon the near past. Taken in connection with certain expressions of the *Post* and other uncompromising Cleveland journals, it becomes really valuable.

There is reported to be a growing sentiment among the Democrats of the House toward looking indulgently upon the tariff revision scheme proposed by the Senate, but the *Post*, which is against compromise at any price, has opportunely reproduced this recent expression of Mr. Cleveland's: "The same for which the battle is waged is comprised within these clearly and distinctly defined. It should never be compromised."

"Between the Mills bill and the Senate bill," says the *Post*, "there is no possibility of compromise, and any attempt to bring it about must result in a condition of things even worse than that which now exists."

If any further explanation were needed than that which has been given already in *The Sun*, of Mr. Cleveland's and the tariff smasher's real purpose, it is afforded by what the *Post* says. Although, in Mr. Cleveland's words, it is a "condition" and not a "theory" which confronted us, it becomes plain from a further consideration of this second tariff message that for this condition so dramatically depicted as a condition precedent to national disaster and general wreck, he did not care a comparative rap. His controlling desire was to promote a theory. And the theory then presented was plainly and unmistakably free trade.

Day by day the results of the late educational canvass crop up, and upon no people are the evidences of education marked more distinctly and with promise of greater profit than upon the educators themselves. All the tariff smasher, including those who did not know before, are gradually learning what it was that they really wanted. Altering the condition, or, in other words, the surplus, was to them a matter of secondary importance. What they really cared about was smothering the tariff.

Taking the verdict of Nov. 6 as an indication, we should say the first thing to do—and it is a work in which Democrats should engage as well as Republicans—is to reduce the surplus. Compromise or no compromise, we are still confronted by a financial condition vastly more imperative in its demand for treatment than any economic theory.

Colonel Shepard's Triumph.

It is reported that Colonel ELMOTT F. SHEPARD has obtained control of the Fifth Avenue Omnibus Company, and that consequently the running of the omnibuses on Broadway will be stopped.

But with all his many virtues and his unexampled piety, the Colonel is intellectually weak on the matter of logic. He cannot see that there is any inconsistency in refusing, on avowed principle, to drive other people to church on Sunday, though he himself drives to great state. To his mind the running of a public conveyance on that day is a "desecration of the Sabbath," but the running of a private carriage is entirely pious and proper, although the Commandment with regard to the Jewish Sabbath, which he contends, is still in force, declares distinctly that "on it thou shalt do no manner of work; thou and thy son, thy daughter, thy man servant, and thy maid servant, thy ox, and the ass, and the donkey, shall rest." It will be observed that the law laid down on Mount Sinai makes no discrimination between Colonel Shepard's private equipage and his public omnibuses. Yet he fails to see the point, and goes on driving to church entirely satisfied with his own piety. He wonders, too, why everybody in town should not be pious after his fashion, and that so large a part of the community refuse to listen to his religious exhortations, and turn away from a church which tolerates his membership.

But the explanation is easy enough. The average run of men are more logical than Colonel Shepard.

The Wreck in the North River.

The last wreck chart issued by the Hydrographic Bureau factored the most important and dangerous obstruction to navigation anywhere within the maritime jurisdiction of the United States.

Two months ago the *Atlas* steamship *Atlas*, while proceeding up the North River, was run into and sunk by a Jersey Central ferryboat. The *Atlas* went down in less than five minutes. By a strange disposition of fate, instead of settling in the track of the boats which occasioned the disaster, the sinking ship travelled just far enough to strike bottom directly in front of the Barclay street slip of the Hoboken Ferry.

The wreck has remained there since, obstructing and impeding navigation, and what is one of the most crowded points to be found in all the waterways of the western hemisphere.

The sunken vessel, with its topmasts above water, is sufficiently distant from the shore to be in the way of the great Sound steamboats, the numerous coastwise propellers which make their landings at the North River piers above Barclay street, and of the innumerable tugboats, tows, freight barges, and miscellaneous craft constantly skirting the shore. At the same time it is sufficiently near to the mouth of the slip to obstruct the entrance and departure of the frequent ferryboats of the Hoboken line. Even in clear weather it requires skillful piloting when the wind is blowing hard and the tide is strong to avoid running into the masts that stick up like two great snags from the bottom of the Hudson.

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For about six weeks past a wrecking company has been attempting to raise the *Atlas*. The company has succeeded only in dragging the sunken hull about a hundred feet up stream and slightly inshore. Neither the wreck itself nor the partial blockade of the ferry slip has been raised. The *Atlas* is as much of an obstruction as ever to the Sound steamboats and other craft passing up and down the channel. Yet a day or two ago the contractors took away their machines and gunboats and entire equipment engaged in the wreck, suspending operations.

altogether, on the ground, as we understand, that the lateness of the season and the presence of ice in the river make it impossible to proceed until next spring.

It is not quite clear whether this is a suspension of operations or an abandonment of the enterprise. Whichever it may be, it occurs at a most unfortunate time of year. Forty or fifty thousand passengers cross by the Barclay street boats every day, and they fully understand the risks of ferry travel in the fogs of January and February. The existence of this obstruction during the winter months imperils thousands of human lives. A ferryboat in the fog running into the *Atlas*'s masts would probably snap them off like pipe stems, and then impale itself on the stumps. It might go to the bottom with all on board before a suspicion of the disaster reached the shore, a few hundred feet away.

The derelict *Atlas* ought not to be left to await the convenience of her owners or the contractors. No consideration of salvage should be allowed to weigh against the serious danger to life. If there is no other way of promptly ridding the channel of this dangerous obstacle, the job should be done with dynamite at once, and under the direction of the United States Government.

Boulanger Asks Paris to Decide.

It is practically a plebiscite from the brains of France that will be demanded by Gen. BOULANGER in his contest for the seat left vacant by the death of a member for Paris of the Chamber of Deputies.

Under the *scrutin de liste*, or general ticket system, the whole Department of the Seine, which includes the capital, will take part in this election. If the claims of BOULANGER, but recently endorsed by three great provincial departments, shall bear this test, he will be marked out to the nation as its coming President, and his whole programme will have many chances of success. Should he, on the other hand, be beaten by a combination of all his political opponents, he may still retain much of his strength in the provinces, and, profiting by the increasing unpopularity of the present Chamber, still show himself the head of a great party at the next general election. It is, therefore, an unusual contest to which he challenges his enemies, one in which they have everything to lose and nothing to gain.

Since BOULANGER became a conspicuous figure in French politics, the attitude of the Parisians toward him has varied a good deal. At the time of his involuntary withdrawal from the War Office he was the idol of the populace. Their belief in his disinterested patriotism and military talents, and their resentment of the treatment to which he was subjected, had much to do with the virtual expulsion of M. GAYRY from the Presidency, and certainly prevented the Versailles Congress from making M. FERRY the Chief Magistrate. The Socialists and Jacobins, who at that juncture seemed to control the Paris Municipal Council and who threatened the Congress with a revolution, in case M. FERRY should be chosen, would have greeted him with enthusiasm and the clamor of a hero. Yet scarcely a twelvemonth has elapsed before the name of the brave General had become the butt and by-word of the Quartier Latin, and even the unwavering support of ROCHERFORT and DEKROUZE could not shield him from the detestation of the voting masses in the capital.

Strange to say, however, he was rather benefited than damaged by the unexpected outcome of his duel with Premier FLOQUET, and since that incident it cannot be denied that even in Paris there has been a certain reaction in his favor. This is due, apparently, to the fact that the politicians at present dominant in the Chamber of Deputies have failed to satisfy their own party, and that BOULANGER, on his side, has been able to show enough of his own blunder of the Government to their own count. Among, for instance, the small shopkeepers and skilled artisans of the capital, who are able to put by something, a large majority are known to have invested part of their savings in Panama Canal securities. No sooner do the Ministers refuse to lift a finger on behalf of these defrauded stockholders than BOULANGER hastens to declare that the republic ought to come to the rescue of her citizens.

Then, again, it may not prove easy for BOULANGER's opponents to agree upon a nominee. A follower of M. FERRY could hardly count on much assistance from M. CLEMENCEAU's friends, nor could a member of the Extreme Left look for hearty co-operation to the Far Left. Let good will prevail in the middle ground occupied by the present Cabinet would naturally be selected. But it must be remembered that BOULANGER, through his knot of Radical adherents, is suspected of having well-wishers, as yet unavowed, in almost every section of the Republicans. These, of course, will, on one pretext or another, do all they can to prevent union on an available candidate.

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There is some justice in the reproach that this observation implies, to the effect that legislation here in New York is over kind toward criminals.

While there appears to be no valid objection to making the death penalty as painless as possible, we have always thought and we still think that there is a disgrace attached by association to the infliction of capital punishment by hanging which made it extremely undesirable to abolish that method.

But irrespective of the question whether the frequent ferryboats of the Hoboken line, even in clear weather, it requires skillful piloting when the wind is blowing hard and the tide is strong to avoid running into the masts that stick up like two great snags from the bottom of the Hudson.

release of the prisoner at the proper season. We are inclined to think that if the sentiments of the convict himself were consulted, almost any one would rather be discharged even in a January blizzard than to be kept in prison until May. In order that he might not suffer from exposure to the cold weather if released, he would have to be kept in the cell until the next spring.

In these instances the desire to be kind to criminals has really resulted in doing them more hurt than good.

The most telling protest against the invidiousness of the Blair Educational bill was recorded by the State of Georgia on Dec. 21 by the vote of half a million dollars for public schools.

It happened that there was a Jerseyman in Georgia at the time, who wrote a letter to the *Atlanta Constitution* saying that it was a pretty small appropriation—considerably less than the regular school appropriation of the State of New Jersey.

But as for about that. It was a goodly sum, and better half a million from the State of Georgia than a million and a half from the general Government. It will be cheaper in the end and it is democratic.

Democracy is the great thing.

Against the proposition to open public museums on Sunday there are several objections of undeniable strength, but we cannot see any to the plan of opening them on week day evenings. In that way many people who could not conveniently visit the museums at all will be able to enjoy them like most other folk.

It may be a little hard on the theatres, but there should be people enough in New York to fill all places of amusement and instruction.

Look at Germany. • • •
Look at England.
Look at France.
Look at Canada. —Christmas editor of the New York Herald.

Why not look at Secaucus, New Jersey? What is the matter with Secaucus?

Our esteemed contemporary, the *Boston Herald*, is certainly not the least just in its comments on affairs of the day, but poor Mr. WANAMAKER, with the reported four hundred thousand dollars which he raised for the late campaign, has been too much for it. Speaking of his recent visit to New York, the *Herald* says: "What Mr. WANAMAKER supposed the four hundred thousand dollars was to be used for."

The subscriptions to the campaign just over were undoubtedly very large on both sides. We understand that upon the list where Mr. CLEVELAND's name is down for \$10,000 there were twenty-seven other names.

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unequaled by that of a veteran grizzly or of any other grizzly which he is a matter of supreme importance.

Without considering the merits of the case, we must tell members of the Ero Populi, an alleged secret political society which has just been driven from local domination by the enraged citizens of Macon, that their fate was inevitable. They asked themselves under the delusion that each Ero Populi, as they had it, was a "Lover of the People."

He wasn't. He hadn't been a lover of the people, by any philosophical law known to learning, any more than a Busto Banqui would necessarily mean a safe breaker or a dead sea chest with a Tiger.

It is natural to suppose that the Ero Populi were ignorant frauds, and no wonder the city of Macon turned them out.

By the syndicated opinions of the great American cartoon, which, by the way, the paper without credit, we learn that it is their conclusion that the paper shell is not so good as the shell of cedar. This perhaps is at bottom only a combined political assault upon the Herkimer wood pulpist, WARREN MILLER, conceived in the devilish brain of T. PLATT. It may be called an attack by sea as well as by land. If this theory is true, what won't PLATT do?

However, true or mistaken, the information is interesting.

There is often news from Ireland like that of the dispatch to yesterday's *Sun*.

"Dread, Dec. 25.—The military and military are making preparations for extensive evictions at Letterkenny. The houses of the tenants have been strongly fortified, and a desperate struggle is imminent."

It is a pitiful story that is given of the tenants at the estate at Letterkenny from which the evictions are to be made. But what shall be done for them? They may be driven to the police and military who have been sent against them? It is the last resort of men who have been driven to despair. They will, of course, be overpowered if they do not succumb before the anticipated struggle takes place. They will be the sufferers in the event of such a struggle as is now being waged. They may be driven to the police and military who have been sent against them? It is the last resort of men who have been driven to despair. They will, of course, be overpowered if they do not succumb before the anticipated struggle takes place. They will be the sufferers in the event of such a struggle as is now being waged. They may be driven to the police and military who have been sent against them? It is the last resort of men who have been driven to despair. 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